

IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY) OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY WESTBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH				
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE	
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE		
MID-1 AM	1737	0.0	OFF	1737	0	0.00	0	68.6	68.6	68.6	
1-2 AM	1261	0.0	OFF	1261	0	0.00	0	69.2	69.2	69.2	
2-3 AM	1486	0.0	OFF	1486	0	0.00	0	68.9	68.9	68.9	
3-4 AM	644	0.0	OFF	644	0	0.00	0	69.9	69.9	69.9	
4-5 AM	420	0.0	OFF	420	0	0.00	0	70.2	70.2	70.2	
5-6 AM	435	0.0	OFF	435	0	0.00	0	70.2	70.2	70.2	
6-7 AM	807	0.0	OFF	807	0	0.00	0	69.7	69.7	69.7	
7-8 AM	1085	0.0	OFF	1085	0	0.00	0	69.4	69.4	69.4	
8-9 AM	1490	0.0	OFF	1490	0	0.00	0	68.9	68.9	68.9	
9-10 AM	2183	0.0	1499	1934	249	8.87+	251	68.0	12.3	30.8	
10-11 AM	3043	0.0	1500	1493	1550	16.91+	415	66.9	7.6	30.8	
11AM-NOON	3432	0.0	1499	1500	1932	16.96+	417	66.4	7.6	30.8	
NOON-1PM	4036	0.0	1499	1500	2536	16.85+	417	63.3	7.6	30.8	
1-2 PM	4092	0.0	1500	1500	2592	16.83+	417	62.9	7.6	30.8	
2-3 PM	4008	0.0	1500	1500	2508	16.85+	417	63.5	7.6	30.8	
3-4 PM	3926	0.0	1499	1500	2426	16.87+	417	64.0	7.6	30.8	
4-5 PM	3657	0.0	1499	1500	2157	16.94+	417	65.9	7.6	30.8	
5-6 PM	3450	0.0	1499	1500	1950	16.96+	417	66.4	7.6	30.8	
6-7 PM	2871	0.0	1499	1493	1378	16.86+	414	67.2	7.6	30.8	
7-8 PM	2617	0.0	OFF	2617	0	0.28	26	67.5	58.8	58.8	
8-9 PM	2144	0.0	OFF	2144	0	0.00	0	68.1	68.1	68.1	
9-10 PM	1743	0.0	OFF	1743	0	0.00	0	68.6	68.6	68.6	
10-11 PM	1323	0.0	OFF	1323	0	0.00	0	69.1	69.1	69.1	
11PM-MID	879	0.0	OFF	879	0	0.00	0	69.6	69.6	69.6	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

----- SITE ACCIDENT DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0176
MAIN ROUTE WITH WORKS	0.0102
'DIVERSION'	0.0149
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$158,613
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

**IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY)
OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

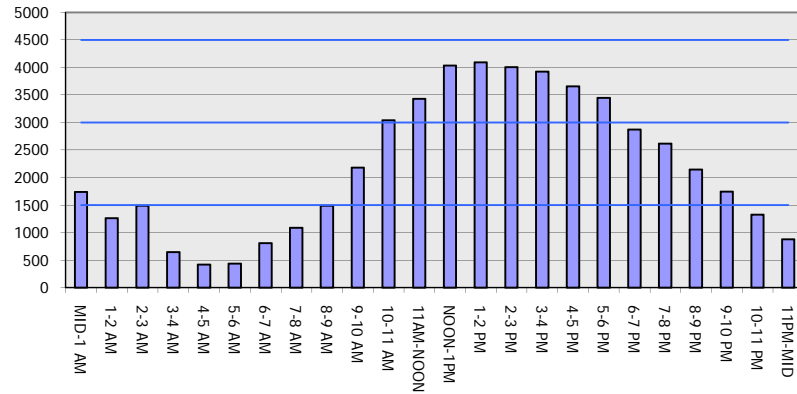
OCTOBER

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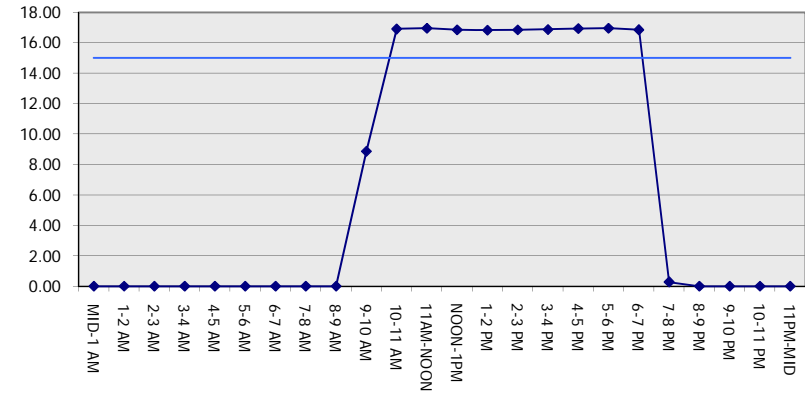
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

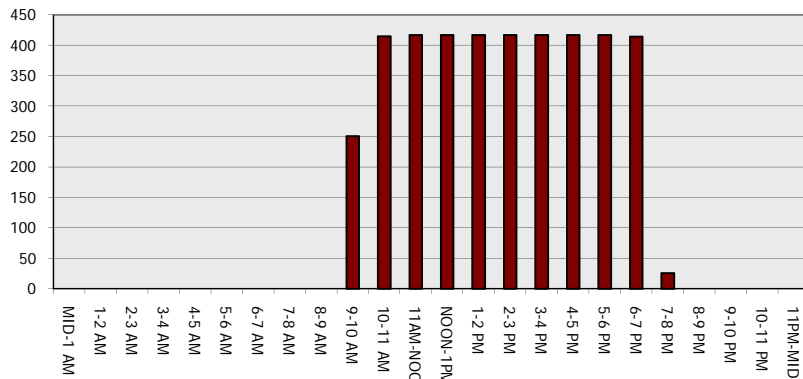
Main Route - Traffic Demand (Vehicles Per Hour)



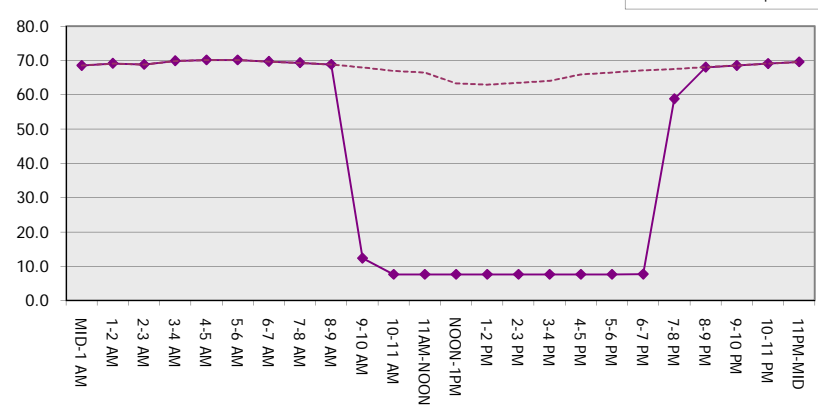
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY EASTBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH			
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	1093	0.0	OFF	1093	0	0.00	0	69.4	69.4	69.4
1-2 AM	647	0.0	OFF	647	0	0.00	0	69.9	69.9	69.9
2-3 AM	538	0.0	OFF	538	0	0.00	0	70.0	70.0	70.0
3-4 AM	404	0.0	OFF	404	0	0.00	0	70.2	70.2	70.2
4-5 AM	366	0.0	OFF	366	0	0.00	0	70.2	70.2	70.2
5-6 AM	634	0.0	OFF	634	0	0.00	0	69.9	69.9	69.9
6-7 AM	1038	0.0	OFF	1038	0	0.00	0	69.4	69.4	69.4
7-8 AM	1091	0.0	OFF	1091	0	0.00	0	69.4	69.4	69.4
8-9 AM	1414	0.0	OFF	1414	0	0.00	0	69.0	69.0	69.0
9-10 AM	1953	0.0	1499	1953	0	6.94	199	68.3	14.7	30.8
10-11 AM	2274	0.0	1499	1497	777	16.76+	410	67.9	7.6	30.8
11AM-NOON	2756	0.0	1499	1484	1272	16.84+	413	67.3	7.6	30.8
NOON-1PM	3042	0.0	1499	1491	1551	16.93+	415	66.9	7.6	30.8
1-2 PM	3102	0.0	1499	1496	1606	16.95+	416	66.9	7.6	30.8
2-3 PM	3018	0.0	1499	1497	1520	16.92+	415	67.0	7.6	30.8
3-4 PM	3080	0.0	1499	1499	1580	16.94+	416	66.9	7.6	30.8
4-5 PM	3061	0.0	1499	1499	1561	16.93+	416	66.9	7.6	30.8
5-6 PM	2790	0.0	1500	1498	1292	16.83+	413	67.3	7.6	30.8
6-7 PM	2712	0.0	1499	1499	1214	16.80+	412	67.4	7.6	30.8
7-8 PM	2696	0.0	OFF	2696	0	0.27	25	67.4	58.8	58.8
8-9 PM	2047	0.0	OFF	2047	0	0.00	0	68.2	68.2	68.2
9-10 PM	1726	0.0	OFF	1726	0	0.00	0	68.6	68.6	68.6
10-11 PM	1203	0.0	OFF	1203	0	0.00	0	69.2	69.2	69.2
11PM-MID	790	0.0	OFF	790	0	0.00	0	69.7	69.7	69.7

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

MAIN ROUTE WITHOUT WORKS	0.0145
MAIN ROUTE WITH WORKS	0.0094
'DIVERSION'	0.0096

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$125,511
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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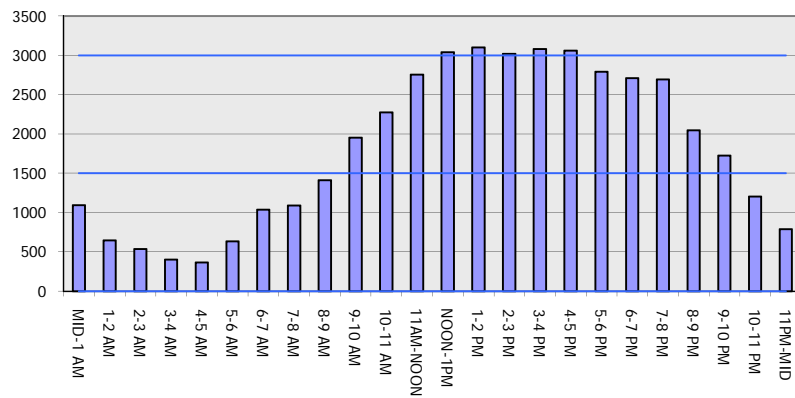
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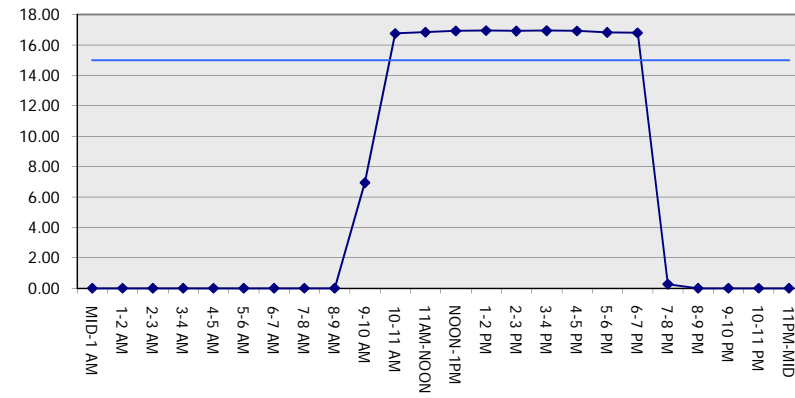
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

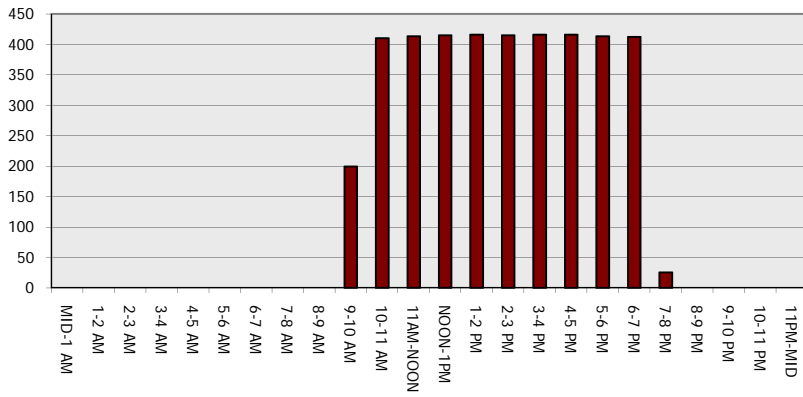
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

